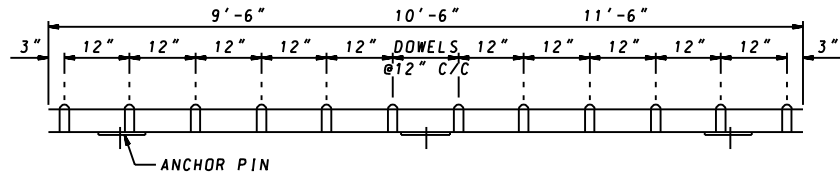
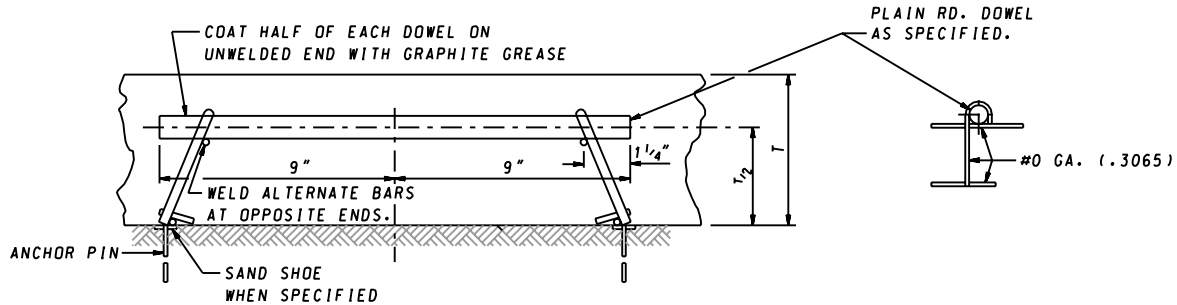


PLAN

WELD ONE END OF DOWEL BARS
ALTERNATELY TO TOP LONGITUDINAL BAR.

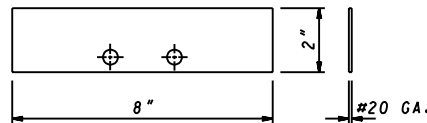


ELEVATION

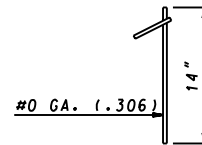


SECTION A-A

NOTE: ALL DOWEL BARS SHALL
BE EPOXY COATED.



SAND SHOE



STAKE

THE DIAMETER (D) OF ALL BARS SHALL BE AS SHOWN ON STD. MD 572.21 SAND SHOE ADDED WHEN SPECIFIED ARE TO BE USED UNDER THE FRAME TO HOLD DOWEL UNIT IN TRUE ALIGNMENT. SAND SHOES ADDED IN THE FIELD. THE UNITS ARE TO BE STAKED IN PLACE BY DRIVING #0 GA. PINS IN NUMBERS AND TO A DEPTH AS SUBGRADE CONDITION MAKE NECESSARY ALONG BOTH SIDES OF THE FRAME. A MINIMUM OF SIX (6) STAKES SHALL BE USED FOR EACH ASSEMBLY. THE UNITS ARE TO BE SHOP FABRICATED AS TO FRAME, ETC. ALTERNATIVE LOAD TRANSFER ASSEMBLIES MAY BE SUBMITTED TO S.H.A.'S PAVEMENT DIVISION FOR CONSIDERATION OF APPROVAL.

SPECIFICATION	CATEGORY CODE ITEMS										
APPROVED	<i>Kirk G. McCall</i> DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT										
SHA State Highway Administration	<table> <tr> <th>APPROVAL • SHA REVISIONS</th><th>APPROVAL • FEDERAL HIGHWAY ADMINISTRATION</th></tr> <tr> <td>APPROVAL 7-14-61</td><td>APPROVAL 7-7-67</td></tr> <tr> <td>REVISED 10-1-01</td><td>REVISED 7-2-85</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> <tr> <td>REVISED</td><td>REVISED</td></tr> </table>	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	APPROVAL 7-14-61	APPROVAL 7-7-67	REVISED 10-1-01	REVISED 7-2-85	REVISED	REVISED	REVISED	REVISED
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Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
REINFORCED CONCRETE PAVEMENT
LOAD TRANSFER ASSEMBLY -
CONTRACTION JOINTS

STANDARD NO. MD 572.23